

CENTRAL INTELLIGENCE AGENCY
INFORMATION REPORT

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The Office of Naval Intelligence furnished the following information to CIA for IAC dissemination in accordance with paragraph 3(c), NSCID 7. (DIO 11ND Conf Report No 178-5417)

1. Our ship was in Fortaleza in February 1954 at which time we unloaded, among other things, heavy equipment for a power plant to be constructed in that area. I was able to make the following observations.
 - a. Port Conditions: Fortaleza is served by the port of Mucuripe, latitude $03^{\circ} 43' 18''$ S, longitude $38^{\circ} 30' 00''$ W. The port of Mucuripe, even though it has been under construction since 1941, is still unfinished. It is protected by 1,460 meters of stone breakwater. Our ship was exposed to a very heavy surge alongside the dock. The vessel rolled as much as five degrees. A strong easterly wind blowing across the dock kept the vessel four to five feet off the dock at all times. Because of the heavy surge, our ship encountered considerable difficulty and did some damage in discharging a 30-ton lift. While alongside the dock, our ship was drawing 15 feet forward and 16 feet aft. The ship never touched bottom.
 - b. Pier and Dock Facilities: The pier at Mucuripe, shown on Hydrographic Office Chart #1163 running 211° to 031° , presently has a face 426 meters long. It is planned to eventually extend this pier to a length of 2,400 meters with a depth of 27 feet alongside. The pilot reports that the present depth February 1954 alongside is 18 feet. At present February 1954 only three ships can dock at a time. This makes it necessary for 70 per cent of the ships using the port to anchor about 500 yards from shore and discharge cargo into lighters. There are seven cranes on the pier, but they can only lift up to 10 tons. A ship has to use her own cranes to discharge any heavy lifts. There is a small gauge railroad track about six feet from the edge of the pier. During our visit, railroad cars were pushed by hand when empty and by truck when loaded. As is shown on figure (1), there is one uncompleted warehouse on the pier.

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- c. Stevedores: Stevedores at Mucuripe are inexperienced with heavy lift gear. On our ship, the crew drove the heavy lift winches. Regular working hours are from 0700-1100 and from 1300-1700 on all week days. All work done outside these hours is overtime.
- d. Lighters: There are 70 lighters belonging to five companies. These lighters have a total capacity of 3,146 tons. The average amount of cargo handled for loading and unloading through lighters varies from 300-600 tons in 24 hours depending on the nature of the cargo and on weather conditions.
- e. Towage: There is adequate towage for lighters only.
- f. Pilotage: Pilotage is not compulsory, but it is advisable. The pilot boat that met our ship was a small sail boat.
- g. Supplies: Fuel oil and diesel oil are available from Shell Mex (Brazil) Ltd. Plentiful supplies of fresh meat, fish, poultry, eggs, and vegetables, as well as dry goods are generally available. Port authorities state that fresh water can be supplied to docked ships by truck tanker. However, our ship was unable to obtain any fresh water.
- h. Repair Facilities: There are sufficient facilities for most repairs not requiring a drydock.
- i. Soundings made at Dockside: The soundings shown on figure (1) show very little water on the inside of the vessel. However, I definitely recall these soundings were taken from the wharf and that the bank no doubt falls away steeply to the outer soundings.

[See page 3 for figure (1)]

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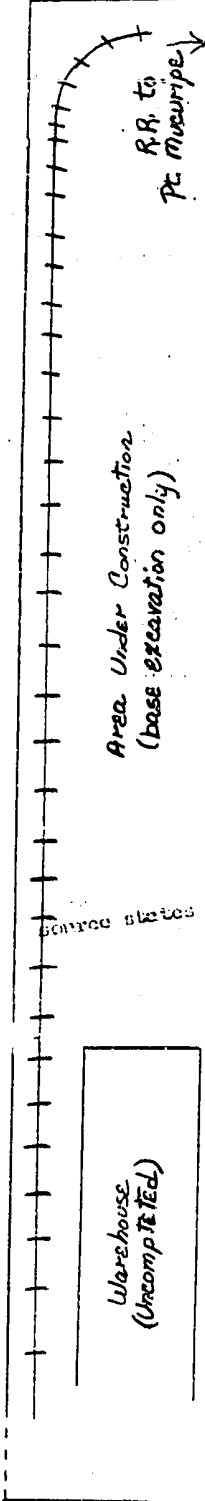
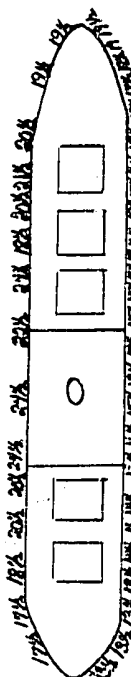
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FORTALEZA, BRAZIL
Soundings Taken 2/1/54, reduced
to approximately level Mean
Low Water Springs.

Scale: 1" To 100 ft.
Dock Head: 211-031



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